

COMMITTEE REPORT

PROPOSAL	Change of Use of Nos 7 and 9 London Road from Bed and Breakfast and Residential Dwelling into HMO providing temporary accommodation for local homeless people in ensuite studio rooms with shared facilities (10No. 2 bed units; 4No. 1 bed units). Proposals include the remodelling and refurbishing of the building including internal reconfigurations. The proposals also include landscaping, paving , alterations to boundary treatments, alterations to materials and fenestration and a bin and cycle store building.(Amended)
LOCATION:	7/9 London Road, Widley, Waterlooville, PO7 5AT
REFERENCE NO:	APP/25/00979
APPLICANT:	Havant Borough Council
APPLICATION TYPE:	Change of use
CONSULTATION EXPIRY DATE:	13/01/2026
APPLICATION EXPIRY DATE:	26/01/2026
WARD:	Purbrook

Reason for Committee Consideration: Havant Borough Council application

Development Manager Recommendation: **GRANT PERMISSION**

Executive summary

1. The proposal seeks to change the use of the pair of semi-detached buildings from a B&B (Use Class C1) and residential dwelling (Use Class C3). There would be internal reconfiguration to increase bedroom numbers to allow for the use of the buildings as temporary accommodation for local families in the area awaiting permanent housing allocation (Sui Generis).
2. The proposal site is located on the main London Road whereby there are existing bus and cycle routes. There is a bus stop located to the south of the site. There are 4 onsite parking spaces proposed on the existing front drive area, with the existing access used.
3. The site is within Flood Zone 1 and as such is not considered to be at risk of flooding now or in the future. A S106 Agreement would be required to secure contributions towards Nutrient and Solent Recreation mitigation.
4. The proposal would not comprise of any extensive building works to the existing property other than minor repair and decorative works to the front façade. Internal reconfigurations are proposed in order to allow for both shared living spaces as

well as private bathrooms , bedrooms and small scale food preparation and living spaces. Although the site area has been reduced to align with the Council's landownership, no substantive harm is considered to arise to amenity space provision or neighbour amenity as a result of this proposal.

5. The proposed use is as a HMO for those temporarily homeless is considered to be broadly comparable with the previous B&B use in that both uses would serve persons of a somewhat short-term residential nature. As such, the impacts on the character of the area, residential amenity, and servicing requirements are not considered to differ significantly between the two uses, and the proposal is therefore assessed on that basis. It is noted that the existing building is currently in a state of disrepair and has been unoccupied for some time. The proposal seeks to update the building and bring it into a renewed state of use including removing evidence of asbestos under separate legislation.
6. The proposal is considered to provide a positive community use in meeting the housing needs of local people who are awaiting permanent housing supplied by Havant Borough Council. Havant Borough Council is currently facing an urgent and pressing need for temporary accommodation within the borough which has led to a high dependence on privately owned nightly accommodation which is considered to be costly and unsustainable – the Housing Team have confirmed such costs to be upwards of £50-£70 per household per night. Therefore, Havant Borough Council is looking to bring some of these services back 'in house'. It is also noted that many of these households are currently placed out of the borough. This is recognised as falling demonstrably short of its duty under Section 208 of the Housing Act 1996, which requires local authorities to secure accommodation within their district "so far as reasonably practicable". This proposal forms part of a wider Council approach to address this.
7. In assessing the proposal against the adopted Local Plan and the National Planning Policy Framework (NPPF) it is considered that the development represents an acceptable form of sustainable development. The application is therefore recommended for approval, subject to a S106 Agreement to secure contributions towards Nutrient and Solent Recreation mitigation, and appropriate planning conditions.

1. Site Description

- 1.1 This proposal relates to a pair of semi-detached properties located on the western side of London Road. One of the properties was previously in residential use and the other in use as a B&B. The site is therefore split into two, with a wall separating the sites to the rear. The building has a hipped roof with a projecting front gable wall. There is a flat roof extension to the side. There is an existing garage located hard up against the southern boundary, forward of the front elevation of no 7 London Road.
- 1.2 Vehicular access to the site is ~~accessible~~ via London Road with pedestrian access also available on Hillside Avenue. There is an existing gravel driveway located to the front of the site which spans both nos 7 and 9. The rear of the site has been split into two, with half of this a private garden space and half a tarmac area providing space for

bin storage. A long section of the rear currently remains open to Hillside Avenue, with a partial section of fence forming a boundary treatment to the side and rear.

- 1.3 There are double yellow lines to the front of the site, along London Road as well as alongside the northern boundary of the site along Hillside.
- 1.4 The area is residential and urban in character with residential dwellings to the north, south, east and west of the application site.

2. Planning History

89 /5103 /01- alteration to layout of car park (8 spaces) rear of 9 London Road
28/6/1989

88/51073 – one detached chalet REF 07/09/1988

3. Proposal

- 3.1 Application to change the use of a vacant residential property and B&B to provide short term, temporary accommodation for homeless families in Havant.
- 3.2 The proposed works include the remodelling of the existing properties with internal works required in order to make the property layout more appropriate for the proposed use. The existing property has 18 bedrooms in total (12 bedrooms at no 9 and 6 bedrooms for no 7). The current proposal would total 7 bedrooms at no 7 and 7 bedrooms at no 9 totalling 14 bedrooms for the proposed temporary accommodation. Noting that 6 of the existing bedrooms were previously in residential use, this would result in a total of 2 additional bedrooms allocated for non-permanent residential use. The total capacity would allow for 24 persons in total. It is understood that the previous use had a total of 19 beds allocated in the B&B at no 9 and 6 residential beds at no 7. This would result in a total capacity of 25 persons.
- 3.3 The proposal internal remodelling would also allow for shared facilities such as kitchen/ living spaces as well as laundry rooms.
- 3.4 The existing garage would be converted into a shared cycle and bin store alongside an additional bin store located to the side of no 9. Landscaping is proposed to the rear of the site.
- 3.5 The existing front gravel driveway is to be retained alongside existing front boundary planting. A new pedestrian gate will provide access from Hillside Avenue and existing boundary fencing is to be retained and extended alongside Hillside Avenue.

4. Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the

National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy)

CS1 (Health and Wellbeing)
CS4 (Town, District and Local Centres)
CS6 (Regeneration of the Borough)
CS8 (Community Safety)
CS9 (Housing)
CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16 (High Quality Design)
CS17 (Concentration and Distribution of Development within the Urban Areas)
CS21 (Developer Requirements)
DM8 (Conservation, Protection and Enhancement of Existing Natural Features)
DM10 (Pollution)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)
AL3 (Town, District and Local Centres)
DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)

Listed Building Grade: N/A

Conservation Area: N/A

5. Statutory and Non Statutory Consultations

HBC Housing Officer

Current planning policy requirements Core Strategy policy CS9. 2, the Havant Borough Housing SPD (July 2011), mean that developments of 15 units or more would be required to provide 30-40% affordable housing on site. This development is proposed for 14 units consisting of 10 no 2-bedroom studios & 4 no 1-bedroom, which helps meet the needs for both small family, and single person households. As the proposed number is below 15 units there is no policy requirement to deliver affordable housing, however this application seeks permission for a change of use to provide very much needed temporary accommodation for our local residents approaching the Council as homeless. The costs of privately supplied temporary accommodation (TA) for the council are very high due to the constant demand both locally & nationally; this new provision will help reduce some of these costs. The site's location provides easy access to Waterlooville town centre and is well placed to enable any new residents to have use of local services, including retail, transport, education, and medical facilities, and will help mitigate the need to accommodate homeless people away from our area. Moving forward Housing would support this residential development proposal in principle as there is a high need for TA locally to meet our high needs.

Environmental Health

The proposed development site is adjacent to London Road and Hillside avenue, which introduces concerns for potential adverse impacts from road traffic noise to future occupiers. As such, a condition is recommended requiring a scheme of appropriate glazing and ventilation to provide adequate sound insulation. The scheme should be informed by an acoustic assessment undertaken by a competent acoustic consultant. The proposed construction works are minor, however a condition restricting construction hours is recommended to protect the amenity of neighbouring residents.

Licensing

No comments received

County Highways Team

To support this application the applicant has submitted a Design and Access Statement, Transport Statement and accompanying drawings which the Highway Authority have reviewed and have the following comments to make.

Proposed Change of Use

The proposal seeks the change of use of an existing bed and breakfast to temporary accommodation at 7/9 London Road in Widley. The proposed scheme will provide 14 self-contained residential units comprising 10 two bedroom units and 4 one-bedroom units, alongside shared facilities including a kitchen/dining and communal areas. The nature of the accommodation is studio-style living, intended to support short-term residential need.

Existing Conditions:

Access to the site for all users including vehicles can be obtained via existing access arrangements via London Road. This is to be formalised into an entry and exit point providing a one way loop within the site. This is noted.

Walking and Cycling:

Street lit footways flank both sides of London Road providing suitable pedestrian access. It is understood these generally exceed the minimum 2.0m width as set out within the Highway Authorities TG10. In terms of cycle access, the eastern side of the A3 London Road is subject to on-carriageway cycle lanes, aside from this, cycles are expected to generally travel on-carriageway utilising bus lanes where present.

Public Transport:

The nearest bus stops to the site are located on the A3 London Road c. 150m from the site. These bus stops are served by bus route 8 providing frequent connections towards Waterloo, Portsmouth and Horndean.

Cosham is the closest railway station to the site. This can be accessed utilising the bus service or via bicycle. The station is served by regular services to Portsmouth, Southampton Brighton and London.

Sustainable Travel Summary:

In summary, the site is in a sustainable and accessible location, benefiting from pedestrian and cycling infrastructure, frequent bus services, and access to rail connections.

Trip Generation:

Noting the proposed change of use the applicant has provided a trip generation assessment to demonstrate the likely volume of trips associated

with the proposed use, including a comparison with the existing/previous use. The methodology and presented data is considered acceptable to the Highway Authority, demonstrating limited impact in terms of traffic impact and an overall net reduction when compared to the existing use.

Parking:

The proposed development includes 4 on-site car parking spaces and 2 disabled spaces. Cycle parking is also proposed for staff and residents within a secure cycle, pushchair and bin store. The Planning Authority, as local parking authority, will need to be satisfied that there is adequate vehicular and parking available having regards to Adopted Parking Policy and Standards document.

Recommendation

Having regard to the above the Highway Authority offers no objection to the proposed change of use application subject to confirmation from Havant Borough Council that the proposed parking provision is acceptable.

Case Officer comment : To confirm this proposal includes 2 disabled spaces totalling 4 spaces.

Ecologist

Thank you for consulting me on this application. The application is accompanied by a Preliminary Ecological Appraisal (TSA Ecology, November 2024) and an Ecological Impact Assessment (South Downs Ecology, August 2025). Overall, I am content that the site is of limited ecological value. Surveys have identified that the dwelling supports a roost of a single Brown Long-eared Bat, with one bat observed and droppings recorded from roof void areas. The building certainly supports a bat roost. The ecological assessment concludes that works as proposed can proceed without directly impacting the identified bat roost and that a licence is not required. The assessment states: 'Access to the potential roosting areas, loft voids, should be restricted to ensure no or minimal disturbance to bats.

The scope of repairs are likely to include external features which may be used opportunistically by bats therefore should be checked prior to any repairs. If more major repairs or alterations are required, then a licence would be mandatory'. The avoidance of impacts to legally protected species is welcome, and it is the legal obligation of the applicant and their appointed agents to ensure that impacts are avoided. Based on the submitted details I have no reason to consider that impacts to roosting bats will occur, but again I reiterate that the avoidance of impacts is the responsibility of the applicant and any appointed contractors. I would strongly recommend that the appointed contractor is made fully aware of the potential presence of bats and that a Construction Environment Management Plan (CEMP) is secured to ensure that this information is disseminated. I am content that this proposal is not eligible for mandatory Biodiversity Net Gain (BNG) due to the absence of any habitat being affected. Provided that the proposed avoidance and mitigation measures are implemented, I would have no concerns over these proposals. If you were minded to grant permission, I would simply suggest that the measures are secured through condition of any consent. I would also request that the refurbished site includes a minimum of two nesting boxes for Common Swift.

Environmental Health Commercial Team

There are no objections to the above planning application from Commercial Team Environmental Health.

Arboriculturalist/Tree Officer

There are no trees of interest on this site.

Property Team

The Estates team has no comment to make on this application.

Building Control

No comment received

Landscape Team

- From a landscape perspective there is very little change that will impact on the character of the area so no adverse comments in that respect.
- The proposed west disabled bay is not compliant to BS8300 and requires a 1.2m wide access zone to each side of the parking bay. To make this compliant move the western bay to the east and mirror the other disabled bay. This uses the paved area as access zone and will allow for an inclusive design.

Case Officer comment – the parking plan has now been updated accordingly.

Environmental Health-Pollution

Asbestos- within the fabric of the building is not typically addressed as a contamination issue – it's a matter governed by Health & Safety & Control of Asbestos Legislation a construction/demolition, in addition to Building Control. With reference to NPPF'24 para 201, this shouldn't really be a material planning matter. That said – the ACM removal work does pose a risk of depositing fibres on site soils and creating a contamination-relevant issue. The Council is reliant upon the non-planning regimes, and upon the general duty of the developer under NPPF'24 para 197. The risk is fairly routine, and I don't think there's any need to seek to control it via condition.

Contamination The properties were constructed some time between 1909 & 1932 on greenfield land. There are no known sources of potential contamination in the history of the site. I note the proposal to remove a macadam surface and to replace it with a landscaped children's play area. It is understood that the hardstand was probably constructed under a 1972 consent, and so is unlikely to be a tar macadam (it's likely an straight bitumen-) macadam. This type of surface is lower risk (for PAH leaching), and given the temporary tenure, on balance I don't think that contamination controls are necessary.

Air Quality- Were this site of a greater scale, I would raise some points of disagreement with the transport assessment. However, I note that the local Highways Authority does not share (or at least hasn't raised) those concerns, and has instead raised no objection. The issues are not of sufficient magnitude as warrant my contracting the primary consultee. I similarly note that parking standards were subject to pre-application discussion, and as such I offer no comment. I also note that the climate consultee has raised the lack of detail in the application on sustainability and carbon – the same could be said to be true for air quality emissions offsetting (as emerging policy), though I'd acknowledge that the policy basis for seeking an enhancement to the scheme is not so strong at this

stage. Consequently, I'd offer no adverse comments. Other matters I note that the location plan redline is incorrect, and is not aligned with the development plans/design & access statement. The location plan includes a ~12 x 32m plot adjacent to 1a Hillside Ave., which is excluded from the detailed plans. Summary/Conclusions No objections raised. No conditions proposed.

Norse - Waste Strategy

No comment received

Climate Change Coordinator

The Council's Climate Change Strategy and Action Plan is striving to achieve a 68% reduction in emissions by 2030 with net zero targets agreed for the authority by 2035 and for the borough by 2045. Building sustainable development within the Borough is significantly important for achieving these targets. It is noted that a sustainability assessment has not yet been submitted with the application but within the Design and Access Statement, page 7 discusses approaches to remodelling and refurbishment.

As outlined in the report, government targets requires all HMOs to have an EPC rating of above C. Although the statement gives some information about work which will be carried out, this does not demonstrate how the works will ensure an EPC level C rating is achieved and therefore it unclear if this is an achieved outcome of the works outlined. New and/or refurbished development is required to follow a fabric first energy hierarchy in order to design out and minimise carbon demand onsite. Especially when the development site is in a poor condition where much of these works could be incorporated. This can be through measures such as orientation, fenestration, ventilation and insulation. It also includes installing low carbon design technologies, renewable energies onsite and enhancing green infrastructure where possible as well as considering recycling and re-use of materials and other measures similar but not limited to the above.

From following a fabric first approach the development intends to design out carbon by following this approach which is positive to see. The detail of where and how the other measures are proposed to be installed are not clear. It would be beneficial to understand the carbon savings to be achieved onsite and whether this is in line with or achieving higher than outlined within building regulations of which the site has potential. CS13- Green Infrastructure Policy CS13 supports the inclusion and enhancement of green infrastructure within development proposals. This can be from numerous mechanisms such as the creation of community gardens, green space, parks and gardens and green corridors etc but it can also be from the inclusion of green walls and roofs. Any planning application should be enhancing this provision where possible and outlining within the design where these measures will be incorporated through a sustainability statement, supporting information and plans that are submitted.

CS14- Efficient use of resources Policy CS14 seeks to ensure that any planning application provides adequate land for waste management, incorporates renewable energy, achieves higher levels of carbon reduction and for non-residential development achieves the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy. This should be demonstrated through a sustainability statement outlining these requirements and it is noted that within the design and access statement that part of this information is highlighted but not specifically around the levels of carbon reduction nor where specifically and in what quantity the measures for renewables etc will be included.

Conclusion: There is a lack of detail within the current statement of where and how the proposal will be designing out carbon and encouraging waste and water recycling. It is considered that there are additional methods that a site of this scale could achieve and these should be demonstrated at the planning application stage through a sustainability statement with specific detail around the carbon emissions that are being reduced/removed as a result of the proposal so that it can determined how carbon intensive the development is.

Case Officer comment : The applicant has since provided a Sustainability Statement detailing how the proposal will be sustainable where possible . Further comment received from the Sustainability Officer below.

At this stage a limited amount of detail has been submitted for a full assessment to be completed and therefore it is not clear where and how within the development, carbon is being reduced/ mitigated against. However, it is noted the application is for a COU and not a new build. Furthermore, within the design and access statement, the development will be uplifted to an EPC rating of C due to a result of changes being made improving the overall efficiency and functionality of the dwelling itself

Havant CIL Team

CIL

Not CIL Liabie due to no additional floorspace and existing has been in use for the requisite 6 months of previous 36 months.

S106

Subject to statutory consultee responses we would expect the S106 to include (amongst any other site-specific obligations necessary):

1. HBC Monitoring Fees*
2. Solent Recreation Mitigation Strategy**
3. Nutrient Neutrality***, if it is not possible to fully mitigate the scheme's impact on site, the applicant will need to find a mitigation scheme. The details of schemes have been published on the Partnership for South Hampshire's website at <https://www.push.gov.uk/work/mitigation-schemes-available-to-developers/>

See the HBC developer contributions guide for additional information

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement.

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice		10/12/2025	06/01/2026	Is advertised in the public interest

Neighbouring properties consulted (as defined by the Statement of Community Involvement)

258 total comments received in objection

6 comments received in support

The issues raised in the objections received can be summarised as follows:

HMO issues :

- Overcrowding
- Noise disturbance from increase in occupancy
- Bin / waste issues / overspilling bins
- Change in Character and Balance of the Local Housing Stock / Loss of Family-Oriented Housing
- Too many HMOs nearby
- Fire risk
- Anti social behaviour concerns
- Impact on property value
- Concerns over how this site will be managed
- Transient nature of HMO residents may impact community cohesion due to high turnover of occupants
- Use not appropriate for a residential area
- Police call outs

Impact on Parking, Traffic and Highway Safety

- Pressure on on street parking
- Not enough on site parking
- Particular concerns regarding parking on Hillside Avenue
- Increase in road accidents
- Obscuring view of the highway
- Blocking of emergency access routes

Further concerns

- Supported living for children next door
- Pressure on local services / doctors surgeries etc
- Close proximity to a school
- Not enough retail provision nearby

Material planning considerations are addressed in Section 7.

7 Planning Considerations

Habitat Regulations Assessment & Appropriate Assessment

The Council, as competent authority under Regulation 63(1)(a) of the Conservation of

Habitats and Species Regulations 2017 (The Habitats Regulations) will be required to apply a Habitats Regulations Assessment (HA) of the proposed development.

Recreational Pressure

The project being assessed would result in a net increase of dwellings within 5.6km of the Solent SPAs. In line with Policy DM24 of adopted Havant Borough Local Plan (Allocations) and the Solent Recreation Mitigation Strategy, a permanent significant effect on the Solent SPAs due to increase in recreational disturbance as a result of the new development, is likely. As such, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

Planning permission is subject to the applicant proposing a mitigation package based on the methodology in the Developer Contributions Guide. The scale of the proposed mitigation package would remove the likelihood of a significant effect. The applicant is yet to enter into a legal agreement to secure the mitigation package in line with the requirements of the Habitats Regulations and Policy DM24.

Water quality

There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some designated sites. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Therefore, a significant effect on the Chichester and Langstone Harbours SPA, Solent Maritime SAC and Solent and Dorset Coast SPA cannot be ruled out.

Natural England have produced 'Advice on achieving nutrient neutrality for new development in the Solent region'. This sets out a methodology to calculate the nutrient emissions from a development site. The applicant is required to use this methodology to calculate the nutrient emissions from the site.

Appropriate Assessment Conclusion

The Habitats Regulations Assessment is yet to be concluded as Nitrates calculations are yet to be finalised. The Appropriate Assessment process requires Natural England to be consulted; the recommendation is therefore subject to No Objection being received from Natural England during the statutory consultation period. Prior to the issue of planning permission, the applicant will be required to enter into a legal agreement to secure the mitigation packages.

7.1 In other respects, having regard to the relevant policies of the development plan and all other material considerations it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Appropriateness of design and impact on the character of the area
- (iii) Landscaping and trees
- (iv) Flood risk
- (v) Parking and highways
- (vi) Impact on neighbour amenity and future residential amenity
- (vii) Ecology
- (viii) Other
- (ix) CIL

(x) Climate Change

(i) Principle of development

- 7.2 The site lies within the built-up area as defined by Policies CS17 and AL2 of the Adopted Local Plan and as such there is a presumption in favour of sustainable development, subject to all other material considerations.
- 7.3 The Council's Five-Year Housing Land Supply, updated 1st April 2025, indicates the Borough's housing land supply position as 1.3 years with a 20% buffer applied. This shortfall engages Paragraph 11d) of the NPPF with its presumption in favour of granting permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits when assessed against policies in the framework taken as whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places etc.
- 7.4 This proposal is for a change of use from a residential dwelling (Use Class C3) and B&B (Use Class C1) to short term accommodation for temporarily homeless persons prior to them being rehoused in permanent accommodation (Sui generis).
- 7.5 The applicant, Havant Borough Council Housing Team, are seeking to address the re-housing of local people who are temporarily homeless by purchasing and managing this property whereby the residents would pay rent to Havant Borough Council and in addition, offsetting the use of private residential providers. Residents would be required to prove a 'local connection' to the area as stipulated in the supporting statement provided by the applicant which clarifies what constitutes a 'local connection'. Leases would be provided by Havant Borough Council to tenants on a short-term basis and tenants would be required to accord with conditions of behaviour whilst residing in the property and this would also be managed by Havant Borough Council.
- 7.6 The Design and Access Statement submitted states the proximity of nearby amenities:
- Queen Alexandra Hospital is located 2.8m to the south, and the nearest primary school, Purbeck Infant School, is 1.3m to the north east of London Road. Havant Train Station is located 4.3m to the east. Nearby towns accessible by roads within 5m of the Site include Waterlooville, Purbrook, Widley and Cosham reachable via the A27, A3, A2177 and B2149*
- 7.7 Policy CS9 of the Havant Borough Local Plan states that Planning Permission will be granted for proposals that, amongst other matters:
- *Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.*
 - *Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.*
- 7.8 There would be an on-site office with a non-permanent staff member visiting the site.
- 7.9 There is an established use with the previous use of the building comprising of a B&B. Those previously visiting the B&B would be transient users of the building, more so than the proposed occupants who would be staying on a temporary, however more prolonged period of time.
- 7.10 Whilst not a planning consideration, occupiers envisaged as users of the accommodation would include small family units or single adults and there are two suites that are suitable for

the use of those with disabilities. In the submitted supporting statement the applicant notes that the 2 bed suites are intended for a single adult and child occupying a room together.

- 7.11 Paragraph 123 of the National Planning Policy Framework (NPPF) highlights that where there is an existing or anticipated shortage of land for meeting identified housing needs, planning policies and decisions should ensure that developments make optimal use of the potential of each site.

(ii) Appropriateness of design and impact on the character of the area

Internal changes to no 7 London Road

- 7.12 The proposals comprise of the change of use of this site which currently forms a B&B and residential dwelling, whereby internal alterations would take place to facilitate the use to change to temporary accommodation for local residents who have been made temporarily homeless. The arrangement would remain generally similar to existing, with internal layout changes to be discussed in more detail below.
- 7.13 There are currently 6 bedrooms at no 7 London Road with 5 of these located at first floor level and 1 at second floor level. At ground floor there is a kitchen, living room, dining room and lobby. Under this proposal this would be converted to form a 2 bed studio room, a 1 bed studio room, laundry room, lobby and kitchen/ dining and living room to the rear. At first floor level there are currently 5 bedrooms and a separate bathroom. This proposal would result in 3 x 2 bed studio bedrooms and a 1 bed studio bedroom. At second floor level there is one bedroom currently served by a terrace to the rear. This would be retained as existing, with the room at 2 bed capacity.

Internal changes to no 9 London Road

- 7.14 At no 9 London Road at ground floor level there is currently a lobby, dining room, kitchen, reception and back room alongside 6 bedrooms. This proposal would convert these rooms to form a kitchen/dining room, laundry room, office and 2 x 2 bedroom studios and a 1 bed studio. At first floor level there are 6 bedrooms as existing and one room, previous use unknown. These would be replaced with 3x 2 bedroom studios and 1 x 1 bedroom studio. Internally the two dwellings would remain separate however the outside space would be shared between nos 7 and 9.

Impact on future occupiers

- 7.15 With respect to the HMO rooms, to comply with mandatory HMO licensing standards, the size of a single bedroom should measure at least 6.51 m² and a double bedroom should measure at least 10.22sqm. The smallest 1 bedroom measures 18m² and the smallest 2 bedroom measures 21 m², therefore the rooms greatly exceed the minimum size standards as stipulated above. As noted above, an HMO Licence would be required for the proposal, covering more detailed internal provision.
- 7.16 With respect to the HMO rooms, to comply with mandatory HMO licensing standards, the size of a single bedroom should measure at least 6.51 m² and a double bedroom should measure at least 10.22m². The smallest 1 bedroom measures 18m² and the smallest 2 bedroom measures 21 m², therefore the rooms greatly exceed the minimum size standards as stipulated above. As noted above, an HMO Licence would be required for the proposal, covering more detailed internal provision.

- 7.17 As stated above each unit would have its own living facilities such as small kitchenette area and bathroom as well as the shared communal living spaces. Taking into consideration account of the information set out above, including the specific purpose of the accommodation and its nature for temporary accommodation, Officers consider that the units would provide an acceptable standard of living accommodation in this instance.
- 7.18 Havant's Environmental Health Officer has been consulted in regard to this application and has requested a noise mitigation scheme as well as an acoustic assessment in order to ensure that road traffic noise would not be an issue to future occupiers. This would be supplied via planning condition. Overall, it is considered that the proposal would provide a satisfactory level of accommodation for future occupiers, in accordance with Policies CS16 and DM10 of the Core Strategy.

External alterations/ additions

- 7.19 The proposal also includes general repairs and decoration to the façades where necessary. The existing garage located alongside the southern boundary of the site would be converted to allow for bike/ bin storage. In addition, another store building would be located to the side of no 9 and this would have dimensions of approximately 1.8 x 4.3 metres, served by two sets of doors. The existing boundary fence located alongside Hillside Avenue would be extended at 1.8 metre height.
- 7.20 The rear of no 7 forms is staggered in terms of levels and steps lead down from the terrace to the grass at the rear. To the rear of no 9 the existing tarmac surface would be removed and replaced with turf to form a children's play space. A gate would be sited adjacent to the bin store to make safe the children's play space. New paving is proposed to the rear of no 9 and to the front of nos 7 and 9.
- 7.21 The internal and external changes are considered to be acceptable with regard to their impact on the building and the surrounding area. The majority of the changes would be internal, with the external changes considered to enhance the site and upgrade the outside spaces. As the building has been left uninhabited for some time the proposal would update and modernise the building and would therefore accord with Policy CS16 of the Havant Borough Local Plan.

(iii) Landscaping and trees

- 7.22 The landscaping proposals mainly include the resurfacing of areas of the site including the block paving and the turfing of the rear of no 9 following removal of the existing tarmac. Havant's Landscaping Officer has been consulted in this regard and they have not objected to this proposal subject to the reconfiguring of the parking spaces whereby the disabled parking bays are made accessible. The parking proposals have since been updated accordingly and Havant's landscaping Officer has confirmed that this is now acceptable.

(iv) Flood risk

- 7.23 This site is located within Flood Zone 1. National Guidance states that Flood Zone 1 is suitable for all types of development.

(v) Parking and highways

- 7.24 There are 4 parking spaces proposed to the front drive space at the front of the site, two of which would be disabled spaces. With regard to parking requirements, there is no specific guidance given within the Havant Borough Council Parking SPD (2016) for HMO developments of this type. The Transport Plan states that there are public transport routes within accessible proximity of the site, including rail and bus routes :

'The closest rail station to the Site is Cosham Rail Station which is situated approximately 2.2km to the south via a 29-minute walk or 8-minute cycle. Cosham Railway Station provides regular services on the West Coastway Line, offering connections to major destinations such as Portsmouth, Southampton, and Brighton, as well as links to London via nearby stations. The station is well-served by local bus routes, making it easily accessible for residents and visitors. Additionally, Cosham Station offers parking and cycle storage facilities, encouraging multi-modal travel options for those commuting or travelling beyond the immediate area.'

'The Site benefits from close proximity to local bus services. The nearest bus stop, Hampshire Rose, is located just 150m from the Site, which is approximately a 2 to 3-minute walk. This stop is situated along London Road (A3) and provides access to several bus routes. These services offer connections to major destinations such as Portsmouth, Waterlooville, Cosham, and Havant, making the Site highly accessible by public transport.'

- 7.25 Parking for cycles will also be accounted for on site, encouraging the use of cycling as a mode of transport for future residents. There would be a minimum of 1 Sheffield stand per two bedrooms.
- 7.26 The Transport Plan includes an assessment and comparison of trip generation between the previous B&B use and the proposed use. This was based on similar developments within Hampshire. This study found that the proposed development will result in a reduction in traffic movements compared with the site's existing use as a B&B.
- 7.27 Under the current use, the site is expected to generate around 2 vehicle arrivals and 4 departures during the weekday morning peak hour and approximately 3 arrivals and 1 departure in the evening peak. In contrast, the proposed temporary supported accommodation is predicted to generate only 1 arrival in the morning peak and around 1 departure in the evening peak.
- 7.28 This represents a reduction of around five vehicle movements in the morning peak hour and three vehicle movements in the evening peak hour, equating to a total decrease of approximately eight peak-hour trips. This equates to a reduction of approximately 40 to 56 vehicle movements per week during peak hours, further highlighting the lower traffic impact of the proposed development.
- 7.29 The reduction reflects the nature of the proposed use, which is associated with lower levels of car use and minimal servicing requirements. As a result, the development will have a noticeably lower impact on the local highway network, contributing to reduced parking demand and supporting the promotion of more sustainable modes of travel.
- 7.30 Highways have been consulted in relation to this proposal and they have raised no objection.
- 7.31 The proposal is not considered to result in harm to the surrounding highway network.
- 7.32 Havant's Housing Team (the applicant) have undertaken an assessment of vehicle use in the proposed users of this type of accommodation. They have stated that :

It is unusual that households needing temporary accommodation will be car owners. Those with the means to afford cars can usually afford to resolve their own homelessness quickly so would spend minimal time in this type of accommodation. The Housing Services team carry out financial assessments on the households which will show if they are car owners before they are housed. The team will aim to keep the number of car owners residing in the property to the amount of parking spaces available and this will be monitored on an ongoing basis. There may be times when it will be unavoidable that more spaces are required than are allocated however this will be kept to a minimum.

7.33 In addition is also noted that the existing B&B use had a total of 18 bedrooms which would now be reduced to 14 bedrooms, with many of the proposed occupants including children. Therefore whilst the number of adult occupants would not be static as occupants change over, there is not considered to be an influx of car owners occupying the property noting that car ownership would be monitored by the Housing Team prior to moving new occupants in.

7.34 The proposal is therefore considered to meet the guidance specified in the Havant Borough Council Parking SPD (2016) and to be in accordance with Policy DM13. Conditions to secure the provision of parking for cars and cycles are recommended.

(i) Impact on neighbour amenity and future residential amenity

7.35 To the south of the application site is no 5 London Road. There would be no changes to the building proposed and the existing outside area is already in use as outdoor amenity space. It is understood that the use of this outdoor space may be intensified due to the increase in occupancy. The existing building of no 5 projects alongside the shared boundary acting as a buffer between the sites which is considered to help mitigate against this impact.

7.36 To the rear of the site (west) is no 1a Hillside Avenue. There is a considerable degree of separation between the building lines here (approximately 22 metres). As the use of the building has already been established in a similar use as a B&B previously, then there is not considered to be any considerable additional impact in regard to neighbour amenity. As above, it is noted that there may be an intensification of the use of the outside space when residents are making use of the garden, however the general use of this space would remain the same as any other residential garden in the area. It is noted that the rear curtilage to no 9 has been reduced due to a landownership title change.

7.37 To the north of the site is no 11 London Road. This is separated from the site by Hillside Avenue. As stated previously, there is an established use of the site whereby there is a historical precedent for some level of increased activity on the same whereby there is an intensified residential number on the site. Therefore, no harmful impact has been identified.

7.38 To the east of the application site are nos 6-9 London Road. These properties are separated from the site by London Road. There would be no alterations to the building resulting in any increased impact and no harm to residential amenity has been identified.

7.39 With regard to the proposed use, this is not considered to be dissimilar to the former use. Consequently, it is considered that the proposal will not appear overbearing or lead to overlooking and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(ii) Ecology

- 7.40 Surveys have identified that the dwelling supports a roost of a single Brown Long-eared Bat, with one bat observed and droppings recorded from roof void areas. The building certainly supports a bat roost. The ecological assessment concludes that works as proposed can proceed without directly impacting the identified bat roost and that a licence is not required. The assessment states: 'Access to the potential roosting areas, loft voids, should be restricted to ensure no or minimal disturbance to bats. Havant's Ecologist has reviewed the Ecological Assessment and has made the following comments :

'The scope of repairs are likely to include external features which may be used opportunistically by bats therefore should be checked prior to any repairs. If more major repairs or alterations are required, then a licence would be mandatory'. The avoidance of impacts to legally protected species is welcome, and it is the legal obligation of the applicant and their appointed agents to ensure that impacts are avoided. Based on the submitted details I have no reason to consider that impacts to roosting bats will occur, but again I reiterate that the avoidance of impacts is the responsibility of the applicant and any appointed contractors. I would strongly recommend that the appointed contractor is made fully aware of the potential presence of bats and that a Construction Environment Management Plan (CEMP) is secured to ensure that this information is disseminated. I am content that this proposal is not eligible for mandatory Biodiversity Net Gain (BNG) due to the absence of any habitat being affected. Provided that the proposed avoidance and mitigation measures are implemented, I would have no concerns over these proposals. If you were minded to grant permission, I would simply suggest that the measures are secured through condition of any consent. I would also request that the refurbished site includes a minimum of two nesting boxes for Common Swift.'

Development shall proceed in accordance with the ecological avoidance and mitigation measures within the Ecological Impact Assessment (South Downs Ecology, August 2025) and section 7.6 to 7.9 of the Preliminary Ecological Appraisal (TSA Ecology, November 2024) unless otherwise agreed in writing by the Local Planning Authority. The refurbished development shall incorporate a minimum of two externally mounted nest boxes for Common Swift, installed as per manufacturer's instructions.

Reason: to provide ecological enhancement in accordance with the Environment Act 2021, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011

Prior to the commencement of any development activities, a Construction Environment Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include specific measures to avoid or mitigate potential impact pathways affecting legally protected species and should include roles, responsibilities and methods.

Reason: to protect biodiversity in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011. If you have any queries, please don't hesitate to contact me.

- 7.41 The proposed conditions will be applied to any planning consent. As noted above by Havant's Ecologist, this proposal site is not eligible for BNG mitigation as no habitats would be impacted.

(iii) Other Matters

- 7.42 An Asbestos survey has been undertaken and it is evident that Asbestos has been found within the site. Asbestos is a construction/demolition matter governed by Health & Safety & Control of Asbestos Legislation, in addition to Building Control. Paragraph 197 of the National Planning Policy Framework (NPPF) 'Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer

and/or landowner.' Further to this in paragraph 201 it requires planning decisions to be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.'

- 7.43 There are 2 bin store areas proposed with occupants encouraged to recycle. The Council would be responsible for collecting waste from the site and therefore if waste issues were to occur this would easily be communicated with the council directly.
- 7.44 The proposal has incorporated design features which aide in designing out crime – the rear garden area would remain open, as would the front driveway area of the site and therefore would remain highly visible to others making use of the space. This area would be updated and well maintained by Havant Borough Council Housing Team. The building itself would be updated and modernised and lighting proposals would be supplied via planning condition.
- 7.45 It is understood that concerns surrounding the management of the site has been raised in the objections received. This has been addressed within the Supporting Statement received from the applicant – the Housing Team within Havant Borough Council. The Housing would be responsible for allocating and managing tenants who present to the Council as homeless. Several tests would then be applied to verify which tenants would be eligible to be housed within this accommodation. These tests are detailed further in the Supporting Statement. Occupants would then be issued with a tenancy agreement stipulating conditions which are to be followed, including acceptable behaviours both inside and outside of the property. HBC staff members would regularly visit the site to provide assessments and 121 support to occupants. The staff member would make use of the ground floor office as proposed.

(iv) CIL

- 7.46 This proposal is not CIL liable.

(v) Climate Change

- 7.47 . Havant's Climate Change Officer has been consulted on this proposal and has requested that the applicant supplies a Sustainability Statement detailing the environmental impact of the proposal. This has since been supplied by the applicant who has stated that measures will be incorporated whereby recycling bins are provided and recycling is to be encouraged, windows will be double glazed, additional insulation will be incorporated into the upgrades and sustainable materials will be used where possible as well locally sourced labour. It is noted that Havant's Climate Change Officer notes that the submitted Sustainability Statement is limited in detail, however no objection has been made, noting that the proposal is mainly for internal changes and not new development . It is also noted that the proposal is making use of an existing underused site.

8 Conclusion

- 8.1 Due to the Borough's current housing supply position, paragraph 11d) of the NPPF is engaged which gives a presumption in favour of granting permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits. The proposal would result in the change the use of a pair of semi-detached buildings from a B&B (Use Class C1) and residential dwelling (Use Class C3) to provide HMO accommodation for local families in the area awaiting permanent housing allocation (Sui Generis). In terms of

the benefits, the proposal would result in the efficient use of the land and provided much needed temporary accommodation in a sustainable location.

- 8.2 The proposed development would be located in a building whereby there is an existing B&B use which is judged to have comparable characteristics, and associated impacts of noise, traffic and patterns of activity and where the principle of development is considered to be acceptable. Parking would be provided on site as well as landscaping upgrades and improvements to the building both internally and externally. Any outstanding detailed requirements are recommended to be secured by planning condition.
- 8.3 Overall, it is considered that there are no identified adverse impacts arising from this development that would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole, having particular regard to key Development plan policies, and therefore the tilted balance benefit of this development prevails. On this basis it is recommended for approval subject to agreement from Natural England, the completion of a Section 106 Agreement, and relevant conditions.

9. RECOMMENDATION:

That the Interim Head Of Planning be authorised to Approve with conditions for application APP/25/00979 subject to :

- (A) No objection from Natural England being received within a further statutory 21 day consultation period;
- (B) Completion of a Unilateral Undertaking to secure a financial contribution for the monitoring of the Third Party Nutrient Mitigation Scheme and towards the Solent Recreation Mitigation Strategy.
- (C) The following conditions (subject to such changes and/or additions that the Interim Head of Planning considers necessary to impose prior to the issuing of the decision)

Conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Design and Access Statement REV A 20.02.2026
Sustainability Statement uploaded on the 07.05.2026
58016 - P106 Proposed first floor
58016 - P105 Proposed ground floor
58016 - P100 Proposed site plan
Supporting Statement uploaded on the 09.04.2026
58016 - P107 Proposed second floor plan
58016 - P110 3D views A and B on completion

Asbestos Survey Report 03/10/2024

58016 - P111 Bin and cycle store elevations and floor plans

AB013.7-9 LondonRoad.EclA.v1 - Ecological Impact Assessment – South Downs Ecology

8016 - P109 Proposed elevations

58016-P112 REV A Location plan

PRELIMINARY ECOLOGICAL APPRAISAL including Preliminary Bat Roost Assessment-tsa.ecology November 2024

Transport Statement YES Engineering Group Ltd October 2025

Reason: - To ensure provision of a satisfactory development.

3 Development shall proceed in accordance with the ecological avoidance and mitigation measures within the Ecological Impact Assessment (South Downs Ecology, August 2025) and section 7.6 to 7.9 of the Preliminary Ecological Appraisal (TSA Ecology, November 2024) unless otherwise agreed in writing by the Local Planning Authority. The refurbished development shall incorporate a minimum of two externally mounted nest boxes for Common Swift, installed as per manufacturer's instructions.

Reason: to provide ecological enhancement in accordance with the Environment Act 2021, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

4 Prior to the commencement of any development activities, a Construction Environment Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include specific measures to avoid or mitigate potential impact pathways affecting legally protected species and should include roles, responsibilities and methods.

Reason: to protect biodiversity in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011. These details are necessary pre-commencement to ensure the development proceeds in the interests of protected species.

5 The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6 No floodlighting, or other form of external lighting scheme, including at or on the building, shall be installed unless it has been approved by the Local Planning Authority. Such details shall include, location, height, type and direction of light sources and intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

Reason: To protect the occupants outside of and within the development from light disturbance / nuisance having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

7 The car parking, cycle parking and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

8 The development hereby permitted shall not be occupied until:

(a) A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; and

(b) All measures necessary to meet the approved water efficiency calculation have been installed.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

9 At all times following occupation of the development hereby approved, all measures for water usage within the submitted nutrient budget shall be maintained in the development in perpetuity.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

10 The temporary residential accommodation hereby permitted shall be occupied by a maximum of 24 residents whilst in use as temporary residential accommodation.

Reason: In the interests of the amenity of the occupants and local area and having due regard to policies CS11, CS16, DM10, and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

11 The proposed hard surface/s shall either be made of permeable or porous materials or provision shall be made to direct run-off water from the hard surface/s to a permeable or porous surface within the site. The use of permeable or porous materials or provision to direct run-off water shall be retained thereafter.

Reason: To ensure adequate provision for surface water drainage and avoid discharge of water onto the public highway having due regard to Policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011.

12 Prior to any work commencing on site, details of a scheme for protecting the proposed development from external noise shall be submitted and approved in writing by the Local Planning Authority. Such a scheme shall ensure that upon completion of the development, the following noise criteria (as recommended in BS8233:2014) shall be met:

- i. all bedrooms shall achieve an 8-hour LAeq (23:00 to 07:00) of 30dB(A)
- ii. all living rooms and bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
- iii. LAmax,F noise levels shall not exceed 45 dBA more than 10 times between 23.00 – 07.00 hours inside bedrooms
- iv. all private amenity spaces shall achieve a 16-hour LAeq (07:00 to 23:00) of 55dB

Reason: To ensure the residential amenity of the development hereby approved is not impacted upon by any external noise levels and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011, Policy DM18 of the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework.

13 Prior to occupation a noise validation report demonstrating compliance with these noise criteria shall be submitted to and approved by the Local Planning Authority before the development is occupied. This assessment shall be conducted with windows open for ventilation, unless mechanical ventilation has been provided, in which case these tests shall be performed with such mechanical ventilation running. Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

Reason: To ensure the residential amenity of the dwellings hereby approved is not impacted upon by any external noise levels and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011, Policy DM18 of the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework.

14 Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1800 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

Reason: To ensure the residential amenity of the dwellings hereby approved is not impacted upon by any external noise levels and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011, Policy DM18 of the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework.

15 Prior to occupation of the development hereby approved, details of any external security CCTV to be installed at the site, shall be submitted to and approved in writing by the Local planning Authority.

Reason: In the interests of clarity, the management of crime risk and the amenities of the area in accordance with policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

Informatives:

1. In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

Offering a pre-application advice service, and

Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

You sought and were provided with pre-application advice,

Your application was acceptable as submitted and no further assistance was required.

2 You are encouraged to provide Electrical Vehicle Charging Points and reduce CO2 emissions to at least 31% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate (TER) of Part L of the 2022 Building Regulations, to provide a more sustainable development.

3. It is the duty of the developer under paragraph 197 of the National Planning Policy Framework '24 to ensure that any asbestos is safely removed from the premises **and to comply with the Asbestos Act 2012.**

Appendices

(A) Appendix 1 Site Location plan

(B) Appendix 2 58016 - P106 Proposed first floor

(C) Appendix 3 58016 - P105 Proposed ground floor

(D) Appendix 4 58016 - P100 Proposed site plan

(E) Appendix 5 58016 - P107 Proposed second floor plan

(F) Appendix 6 8016 - P109 Proposed elevations

(G) Appendix 7 58016 - P111 Bin and cycle store elevations and floor plans

(H) Appendix 8 Photograph front elevation below

(I) Appendix 9 photograph rear elevation below

(J) Appendix 10 side elevation